

B-29 SUPERFORTRESS ERRATA (ver. 8.0)

Note: text in blue is ERRATA that is *new* since the “Revised” rules were published.

RULE BOOK

1.2 GAME EQUIPMENT (clarification) The “Strategic Movement Track” and “Fighter Placement Chart” are co-located on the Game Map.

1.4 COUNTER IDENTIFICATION (correction) The “Toryu” Japanese fighter counters should be labeled as “Ki-45,” not “Ki-43.”

2.3B (clarification) Squadron position may result in an additional Japanese fighter on Table 5-3 (see **Note (a)** for that Table) on day missions. On night missions, squadron position may affect gunner placement (see the asterisk for result #4 on Table 2-7) and also Thermal Turbulence (Table 6-8).

4.0 ZONES (clarification) For sequence of play purposes, the charts in Section 4.0 “The Zones” in the “Charts and Tables” book should be used/referenced **in the order given**, as applicable (e.g., determine if there is a Random Even *after* Course Determination but *before* Formation Assembly). Pressurization, depressurization, any crew movement (see rule 7.6), and any required crew frostbite or oxygen out checks (see rules 4.2D, 7.3, 7.4) are made *after* aircraft Zone movement (including altitude changes) but *before* weather determination, navigation, etc.

4.1 MOVEMENT (correction) There are references in the rule to “LO,” “MED,” “HI” altitude counters. There is in fact just one altitude counter, used on the “Altitude” track of the Game Map.

4.3 FUEL CONSUMPTION (clarification) The crossing off of additional fuel boxes for guns and crewmembers is a *one-time* requirement only for entry in to Zone 1 from the “20th Air Force Base.” Crew/gun weight for fuel is not checked for remaining Zones, outbound and inbound.

4.5 NAVIGATION (clarification) Navigation is checked when out of formation. [Navigation checks are also required in every zone on night missions \(see the clarification to rule 4.5 below\).](#) Upon successful formation assembly in Zone 3 or 9 (depending on mission) on the outbound leg (flying towards the target), navigation checks are no longer required unless your bomber is the “Lead” in the middle formation. Navigation checks must be resumed upon re-entry into Zone 3 or 9 (again, depending on mission) on the inbound leg (flying towards base) when formations are disbanded.

4.7 ABORTING THE MISSION (clarification) Aborts due to the circumstances listed in sub-paragraphs a. through g. of this rule also count toward the required 35 missions if caused by Japanese *flak*.

Note that only those missions that count toward the required 35 missions also count towards crew experience for determining whether a crewmember is a “novice” (seven or fewer missions) or “veteran” (fourteen or more missions). This may provide a modifier on a number of Tables (see the “Charts and Tables” book).

4.8 FORMATIONS (clarification) The formation rules are disregarded in their entirety on “Night” missions. On “Night” missions there is no formation assembly—your plane is never considered to be either “in” *or* “out” of formation for all rule purposes. (On night missions, each bomber flew in a stream at timed intervals; each had its own place in the stream but in the darkness crews did not often see other aircraft). Note that rolls are still required, however, on Tables 2-4 and 2-5. Also, see the clarification to rule 4.3 above.

5.1 DETERMINE JAPANESE FIGHTER RESISTANCE (clarification) On Day missions (#1-10) where Base Take-off time is “Day” and Base Landing time is “Night,” do not roll for Japanese fighters in Zone 6 (Iwo Jima) on the inbound (return to base) leg of the mission. Note on Table 3-1 in this situation, the B-29 is flying back through Zone 6 at night—the Japanese did not have a robust night fighter capability on Iwo Jima.

5.3 DEFENSIVE FIRE (clarification) B-29 defensive fire should be allocated *before* determining attacking fighter pilot status (“Green,” “Average,” “Ace”) on Table 5-5.

7.4 OXYGEN OUT (clarification) In the event of an oxygen loss, a descent to “LO” altitude is not required if it is possible to re-pressurize all occupied compartments.

8.6 THE SEA (clarification) After checking sea state on Table 8-2, a player may choose to have his crewmembers bailout (see 8.2) rather than attempt ditching at sea.

CHARTS AND TABLES

Table 2-5 SQUADRON POSITION (correction) The die roll range for “Low” Squadron Position should be “5-6.”

Table 2-9 FLIGHT LOG GAZETTEER (correction) Regarding **Note (b)**, the number to the left of the slash is not used as a modification on Table 6-2 “Flak Over Target.” There are Table 6-2 modifiers for asterisked cities (see **Note (d)**) and for Tokyo, Nagoya, and Yokohama (see the Table 6-2 modifiers).

Table 3-1 TAKE-OFF / LANDING TIMES (clarification) During a mission, “Day” or “Night” status in any given Zone as your aircraft flies can be determined by reference to the “Ditch Out” column (during the outbound leg of the mission) of this Table (*make sure you cross-reference the correct row rolled for on this mission*), or by reference to the “Ditch Back” column (during the inbound leg of the mission).

Table 4-4 PILOTAGE (addition) Add the following die roll modifier to this Table:

+1 if current Zone is “Day” (see “Ditch Out/Back” columns, Table 3-1) AND “Weather in Zone” (see Table 4-2) is “GOOD.”

All other modifiers for this Table remain unchanged.

Table 4-6 CELESTIAL NAVIGATION (correction) The “(a)” notation on the “4-6+ Observation Obtained” result of this Table means players should refer to the Note given below the Table (i.e., to determine whether an accurate or inaccurate celestial observation is obtained).

Table 4-7 RADIO NAVIGATION (correction) The fourth line of the Note below the Table should read: “‘1-5’ = radio compass unusable (no identifiable signal).” Note that there is no “**Note (b)**” to this Table, just the single “Note” shown.

Table 4-9 RANDOM EVENT (correction) Replace the verbiage on uncontrollable engine fires that begins with “If the second try fails...” in Notes (d) and (e) as follows: “*If the second try fails and at ‘LO’ altitude, the player must decide if the crew immediately bails out on Table 8-4, or continues flying with a burning engine. If the crew does not immediately bail out, then roll one die:*

‘1-2’ = fire continues, engine is considered ‘out’ (i.e., inoperable), see rule 7.2;

‘3-4’ = fire spreads, immediately roll for bail out on Table 8-4;

‘5’ = fire spreads rapidly and control is lost, roll for uncontrolled bail out on Table 8-5;

‘6’ = explosion, plane is destroyed, all crewmembers are KIA.

For engine fire at ‘MED’ or ‘HI’ altitude (only), an attempt may first be made to extinguish the fire by diving (any number of crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again, subtract one (-1) if diving from ‘HI’ altitude:

‘1’ (or less) = fire extinguished, plane ‘Out of formation’ (if applicable), at ‘LO’ altitude, engine is considered ‘out’ (i.e., inoperable), see rule 7.2;

‘2’ = same as roll #1 except fire continues; in this case, immediately consult the verbiage above for uncontrollable engine fire at ‘LO’ altitude (i.e., the choice now is bail out or risk sticking with the plane)

‘3-4’ = fire spreads, roll for bail out on Table 8-4;

‘5-6’ = plane out of control, roll for uncontrolled bail out on Table 8-5.

In either case, if a ‘fire continues’ result is received, re-roll on all subsequent turns to see if fire spreads, results in explosion, or merely festers. The crew may always bail out prior to making this die roll.”

Also, in Note (d), after determining which engine is suffering an oil leak, one (“+1”) is added to the die roll for determining the effect of the leak if the current Zone is “Night” (see “Ditch Out/Back” columns, Table 3-1). One (“+1”) should not be added simply for being on a “Night” mission.

Table 4-10 FORMATION ASSEMBLY (clarification) On dice roll results #2, 7, and 11, if the “Weather in Zone” is other than what’s indicated then formation assembly is normal (“formation assembly uneventful”).

Table 4-11 FIGHTER ESCORT RENDEZVOUS (correction) One die (“1D”) is required on this Table, rather than two (“2D”).

Table 5-1 JAPANESE FIGHTER RESISTANCE (clarification) Paragraph 5.2 of the Rule Book describes the procedure for determining on a Day mission whether a fighter attacks your aircraft (after determining the actual fighter resistance in a zone during a particular turn).

Table 6-4 FLAK OVER TARGET (change) This Table should be titled “B-29 FLAK HITS.” Table 6-2 is correctly titled “Flak Over Target.”

Table 6-5 AREA AFFECTED BY FLAK HITS (clarification) The parenthetical on die roll #7 means that if you are rolling on Table 6-5 as a *direct* result of a “Burst Inside Plane” result on Table 6-4, then you must ignore the “Superficial Damage” notation on 6-5—roll again to get a different result. No additional roll is required if a “Burst Inside Plane” result did *not* occur.

Table 6-7 BOMBING ACCURACY (correction) Two dice (“2D”) are required on this Table, rather than one (“1D”).

Table 7-3 and 7-4 FORWARD and AFT BOMB BAY (clarification) Damage to the bomb release mechanism in either bomb bay [result #10, note (f)] means some or all bombs will fail to drop from the applicable bomb bay during the bomb run (if not already released). A manual attempt to drop/jettison bombs may not be made prior to the bomb run unless the aircraft aborts for another reason or there is a requirement to jettison bombs in order to stay in formation (e.g., one or more engines are out).

Table 7-5 WINGS

Note (d) (correction) Replace the verbiage on fuel tank fires that begins with “‘2-6’ = Fire continues ...” with the following: “‘2-6’ = Fire continues. If at ‘LO’ altitude, the crew must immediately bail out on Table 8-4. If at ‘MED’ or ‘HI’ altitude (only), an attempt may be made to extinguish the fire by diving (any number of crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again, subtract one (-1) if diving from “HI” altitude: ‘1’ (or less) = fire extinguished, plane ‘Out of formation’ (if applicable) and at “LO” altitude, roll for leakage per note (e); ‘2-4’ = fire spreads, roll for bail out on Table 8-4; ‘5-6’ = plane out of control, or explosion occurs, roll for uncontrolled bail out on Table 8-5.”

Note (e) (clarification) In the event of wing fuel tank leakage, additional fuel tank box(es) are only crossed off (as applicable) on the turn of damage, not each turn.

Note (p) (correction) Replace the verbiage of this note to read: “For uncontrollable engine fire at ‘LO’ altitude, the player must decide if the crew immediately bails out on Table 8-4, or continues flying with a burning engine. If the crew does not immediately bail out, then roll one die:

‘1-2’ = fire continues, engine is considered ‘out’ (i.e., inoperable), see rule 7.2;

‘3-4’ = fire spreads, immediately roll for bail out on Table 8-4;

‘5’ = fire spreads rapidly and control is lost, roll for uncontrolled bail out on Table 8-5;

‘6’ = explosion, plane is destroyed, all crewmembers are KIA.

For engine fire at ‘MED’ or ‘HI’ altitude (only), an attempt may first be made to extinguish the fire by diving (any number of crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again, subtract one (-1) if diving from ‘HI’ altitude:

‘1’ (or less) = fire extinguished, plane ‘Out of formation’ (if applicable), at ‘LO’ altitude, engine is considered ‘out’ (i.e., inoperable), see rule 7.2;

‘2’ = same as roll #1 except fire continues; in this case, immediately consult the verbiage above for uncontrollable engine fire at ‘LO’ altitude (i.e., the choice now is bail out or risk sticking with the plane)

‘3-4’ = fire spreads, roll for bail out on Table 8-4;

‘5-6’ = plane out of control, roll for uncontrolled bail out on Table 8-5.

In either case, if a ‘fire continues’ result is received, re-roll on all subsequent turns to see if fire spreads, results in explosion, or merely festers. The crew may always bail out prior to making this die roll.”

Table 7-7 UTILITY (clarification) Damage to the Auxiliary Generator (result #8) *only* affects play if the aircraft's electrical system is knocked out. See the verbiage regarding asterisked items in Note (c) of Table 7-10.

Table 7-10 ENGINEER INSTRUMENTS (correction) Replace the verbiage in Note (b) to read exactly the same as given in the errata above for Note (p) of Table 7-5.

Table 7-13 WOUNDS (clarification) A serious wound result to a crewmember already seriously wounded results in a KIA. As noted on Table 8-4, a seriously wounded crewman may not bail out.

Table 7-14 FROSTBITE (correction & addition) The die range for frostbite on this table should be "1-2" vice "1-3." A die roll of "3-6" means no frostbite this turn.

Also, add the following die roll modifiers to this Table (these two modifiers are cumulative):

+1 if rolling for a crewmember in any of the following compartments: *Nose, Nav/Radio, Waist, Tail*. This modifier only applies **if** the pressurization capability of the compartment has not been "compromised" by previous damage result.

+1 if the aircraft is voluntarily depressurized

Table 8-3 LANDING IN WATER (change) Change the weather modifiers for this Table as follows:

+1 if weather is "Good" (see Table 4-2) (this modifier is new)

-1 if weather is "Bad" (see Table 4-2) (changed from a "-3" modifier)

There is no longer a modifier for "Poor" weather. Note that "Poor" or "Bad" weather may also affect "Sea State (For Landing in Water)," see Table 8-2.